

<b>RTIP ID#</b> Project ID Number RIV011232					
<b>TCWG Consideration Date:</b> March 24, 2009					
<b>Project Description</b> <i>(clearly describe project)</i> <p>The project is located at the Scott Road interchange (IC) in Riverside County on Interstate 215 (I-215) at post mile (PM) 15.5 and is approximately 2.5 miles north of the Clinton Keith Road IC and approximately 2.5 miles south of the Newport Road IC (Figures 1-1 and 1-2). I-215 through the project area is a four-lane divided freeway with two 12-foot lanes in each direction and an unpaved, 36-foot-wide median. The Scott Road interchange is a four-quadrant tight diamond interchange. The existing Scott Road overcrossing accommodates one travel lane in each direction. This overcrossing is a two-span concrete structure with a combined span of 170 feet and a width of approximately 45 feet.</p> <p>The project proposal consists of one feasible alternative for modification of the existing tight diamond I-215/Scott Road IC. Proposed improvements include:</p> <ul style="list-style-type: none"> <li>•Reconstruction and widening of the existing overcrossing from two to six lanes (from a current width of 45 feet to a width of 155 feet);</li> <li>•Widening and realigning the four diamond on and off-ramps;</li> <li>•Construction of a new loop on-ramp in the northwest quadrant and a new loop off-ramp in the northeast quadrant of the interchange;</li> <li>•Widening Scott Road between Haun Road on the west and just east of Paloma Wash (approximately 500 ft east of the intersection of Antelope Road and Scott Road).</li> <li>•Improvements at the intersection of Antelope Road and Scott Road</li> </ul> <p>Other improvements and changes include storm drain enhancements, retaining walls, traffic signal improvements, and utility relocations. The project will require additional right-of-way and construction staging will take place within the footprint of the new interchange. The proposed overcrossing will be designed to span the ultimate freeway facility.</p> <p>The proposed project is estimated to take 24 months of construction, for a project completion date of July 2012.</p> <p>The no-build alternative consists of no change to the existing I-215/Scott Road IC.</p>					
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange					
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> Interstate 215/Scott Road Interchange, Riverside County – Post Miles 15.4 to 15.7				
<b>Lead Agency:</b> Riverside County					
<b>Contact Person</b> Mary Zambon	<b>Phone#</b> (951) 955-6759	<b>Fax#</b> (951) 955-3164	<b>Email</b> mzambon@rctlma.org		
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10 X</b>					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> July 2010					

<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>	<b>Section 6004 – Categorical Exemption</b>	<b>X</b>	<b>Section 6005 – Non- Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	06	06	09	09
<b>End</b>	09	09	10	10
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i>  <p>SCAG has projected that the population of Riverside County is likely to increase by 83 percent between 2000 and 2020. While implementation of the proposed project would allow for the development of additional housing, which in turn would increase the population surrounding the proposed project, this increase in population has been planned previously and therefore would not represent the inducement of unplanned population growth. The purpose of the project is to relieve traffic congestion and delays caused by the anticipated population growth and recent proposed land development in surrounding communities and to improve operating conditions, reduce accidents, increase capacity, and reduce response time for emergency service vehicles.</p>				
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i>  <p>Land uses in the immediate vicinity of the IC include commercial properties or undeveloped land. A residential development is located approximately 400 meters (1300 feet) to the east of the interchange.</p>				
<b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> Not Applicable				
<b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b> Not Applicable				

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Existing and Future Freeway Peak Hour Volumes

Year	South of Scott Road				North of Scott Road			
	Am Peak Hour		PM Peak Hour		Am Peak Hour		PM Peak Hour	
	NB	SB	NB	SB	NB	SB	NB	SB
Existing	3,900	5,660	5,660	3,900	3,757	5,313	5,523	3,716
Year 2012	5,200	7,550	7,550	5,200	5,181	6,775	6,837	5,042

As discussed in the Traffic Analysis, the total ADT was estimated for existing (based on July 2005 counts) and final volumes. It was assumed that the Near-term with Specific Plan No. 310 was representative of 2012 ADT. The mainline analysis assumed that 4 percent of the vehicle mix was comprised of heavy duty vehicles, including trucks and buses. There is no difference between the Build and No Build ADT.

Existing and Future Freeway ADT Volumes

Year	South of Scott Road AADT	Truck AADT	North of Scott Road	Truck AADT
Existing	97,457	3,898	87,805	3,512
Year 2012	125,720	5,029	111,776	4,471

Buildout Scott Road/Ramp ADT Volumes

Segment	ADT			
	Existing	Truck AADT	2012	Truck AADT
Scott Road west of I-215	15,434	617	22,600	904
Scott Road east of I-215	17,947	718	29,900	1,196

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Future Freeway Peak Hour Volumes

Year	South of Scott Road				North of Scott Road			
	Am Peak Hour		PM Peak Hour		Am Peak Hour		PM Peak Hour	
	NB	SB	NB	SB	NB	SB	NB	SB
Year 2035	5,358	9,944	9,240	7,522	5,548	8,664	9,000	6,972

The mainline analysis assumed that 4 percent of the vehicle mix was comprised of heavy duty vehicles, including trucks and buses. There is no difference between the Build and No Build ADT.

Existing and Future Freeway ADT Volumes

Year	South of Scott Road AADT	Truck AADT	North of Scott Road	Truck AADT
Year 2035	238,800	9,552	207,700	8,308

Buildout Scott Road/Ramp ADT Volumes

Segment	ADT	Truck AADT
Scott Road west of I-215	54,050	2,162
Scott Road east of I-215	71,750	2,870

**Describe potential traffic redistribution effects of congestion relief** (*impact on other facilities*)

As discussed above, the purpose of the proposed project is to relieve traffic congestion and delays caused by the anticipated population growth and recent proposed land development in surrounding communities and to improve operating conditions, reduce accidents, increase capacity, and reduce response time for emergency service vehicles. With anticipated growth in the project area, the project will reduce congestion anticipated at the interchange.

**Comments/Explanation/Details** (*attach additional sheets as necessary*)

No further comments are provided at this time.